

Gold Line Station Area Plans

Presentation to
Planning Commission
June 19, 2015



The Most Livable
City in America

Gold Line BRT (Bus Rapid Transit)



Today's Presentation:

1. Existing Conditions
2. Process
3. Major Recommendations

Existing Conditions

Existing Conditions: Corridor-Wide

- Not currently a “corridor” like University Ave.
- Missing ped/bike connections, especially at east end
- I-94 is a major barrier



Existing Conditions: Mounds Station Area



Existing Conditions: Earl Station Area



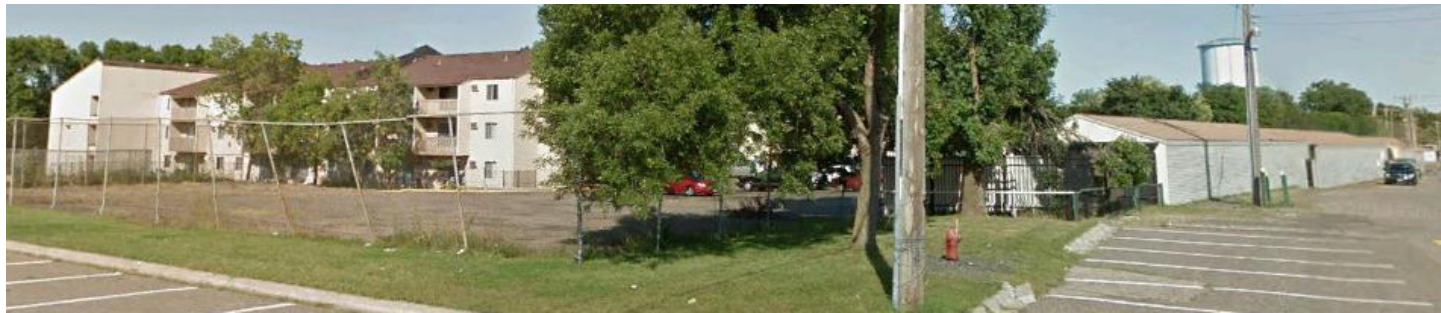
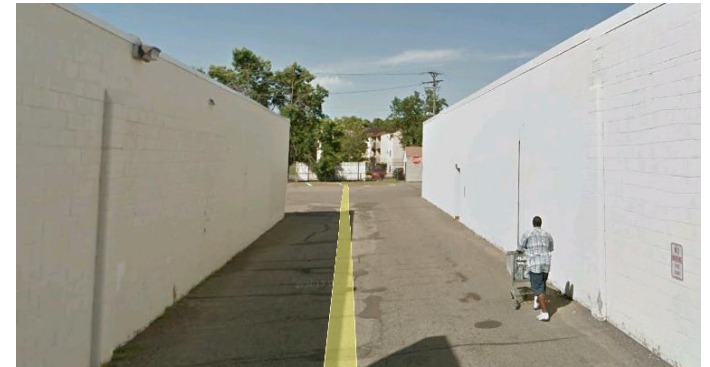
Existing Conditions: Etna Station Area



Existing Conditions: Wh. Bear Station Area



Existing Conditions: Sun Ray Station Area



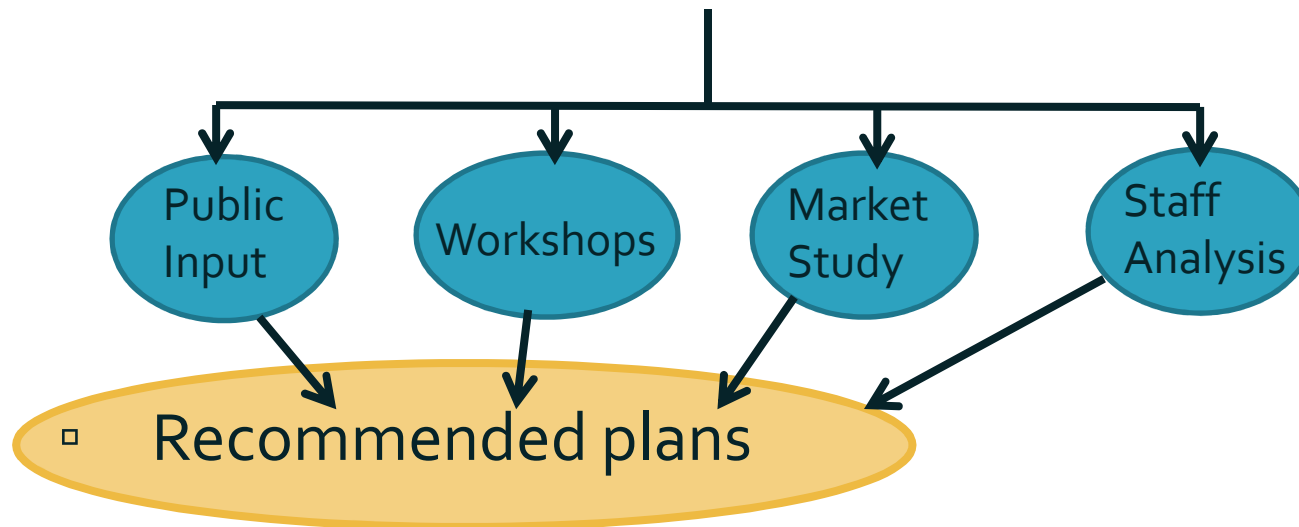
Process

Why were these plans created?

- Study initiated in early 2014 by the Planning Commission
- Take maximum advantage of the Bus Rapid Transit (BRT) investment for Saint Paul
 - Identify opportunities
 - Address impacts

How were these plans created?

- Interviews (14) and basic analysis for background
- 10-member citizen task force
 - Advised staff process
 - Identified questions and issues to be answered by:



Public Input

- Spoke to citizen and business groups (6 times)
- Attended festivals (5)
- Held targeted open houses, w flyers to promote (5)
- Held big open houses (2)
 - Mailed to 7,000 addresses, + other promotion
- Door-knocking focused on apts & businesses (13)
- Open Saint Paul

OVERALL: Spoke with ~500 people



Public Input



You are invited to attend a community conversation about
Se le invita a asistir a una conversación comunitaria sobre
Thov caw koj tuaj koom lub rooj sib tham bog

Earl Street Station Area Planning

Free snacks and kids activities!
¡Comida gratis y actividades para niños!

Photo: Earl Street Station Area Planning

WHEN? Wednesday, September 3rd from 4:00 - 7:00pm (stop by anytime)

WHERE? Mounds Theater

WHY? Meet your community and share your opinions with the City of Saint Paul. Enjoy refreshments and activities about potential Bus Rapid Transit (BRT) station locations at Earl Street along the Gateway Corridor, and their effect on the area.



Workshops

- Station locations/alignments with Gold Line project staff & task force (4 sessions)
- Mounds Boulevard Workshop led by the St. Paul Design Center (Riverfront Corp.) with neighbors
- Sun Ray Design Workshop led by the St. Paul Design Center with neighbors, staff, & property owner



Market Study

- Conducted by HR&A as consultant to the Gateway (Gold Line) Corridor Commission for the whole line
- Focuses on short- and medium-term development potential

	MOUNDS	EARL	ETNA	WHITE BEAR	SUN RAY
RESIDENTIAL	Medium	Medium	Medium	Medium	Medium
CONVENIENCE RETAIL	Low	Low	Medium	High	High
DESTINATION RETAIL	Low	Low	Low	Medium	Medium
OFFICE	Low	Low	Low	Low	Low

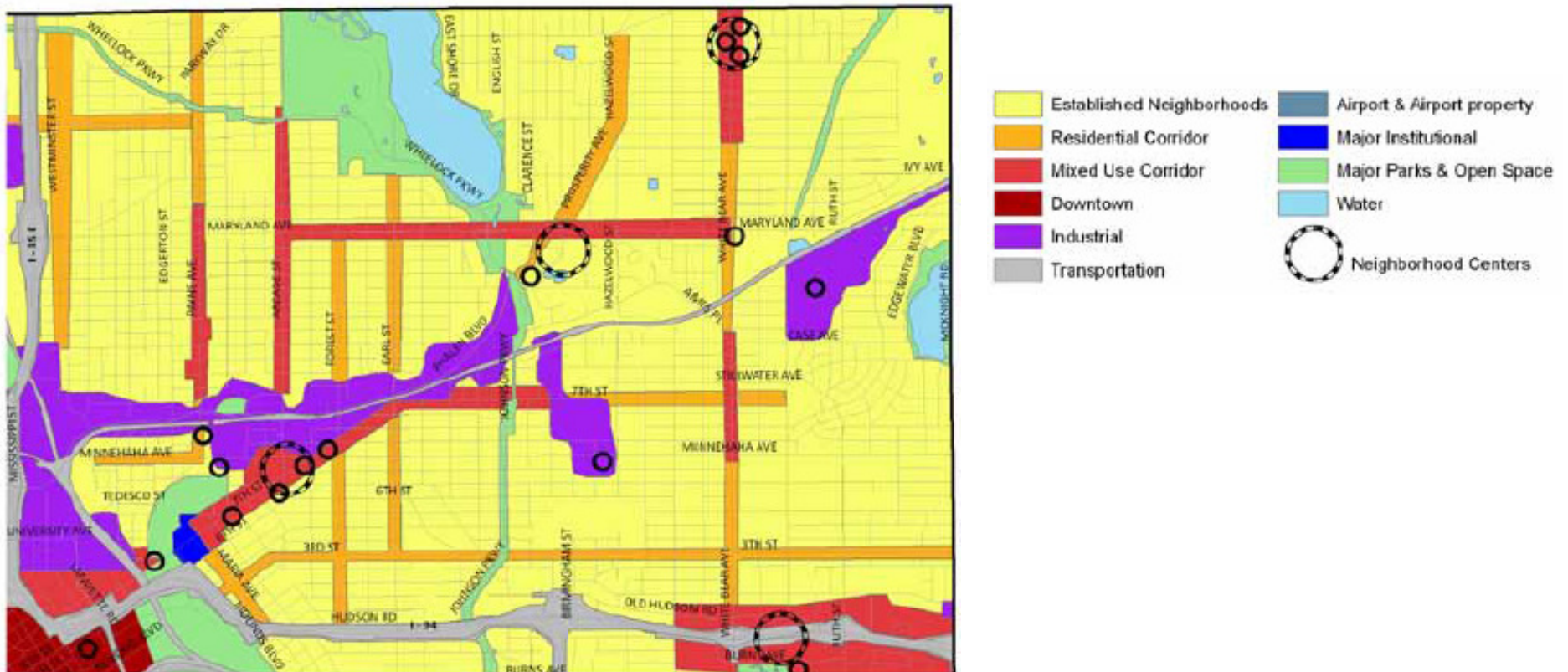
Major Recommendations

Major Recommendations

1. Comp Plan amendment
2. Road realignments
3. I-94 crossings
4. Station location preferences
5. Sun Ray grid
6. Transit-oriented development
7. Zoning changes

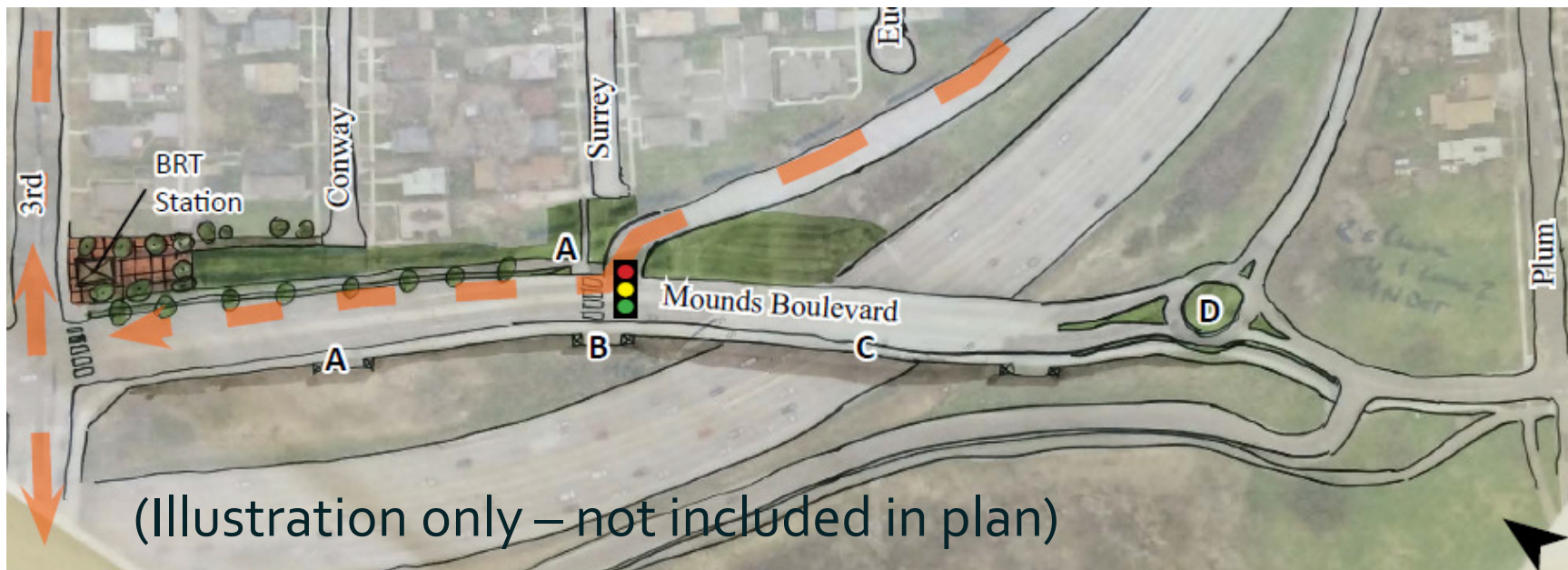
Amend the Comprehensive Plan

- Earl, Etna, White Bear, and Sun Ray as “Neighborhood Centers”



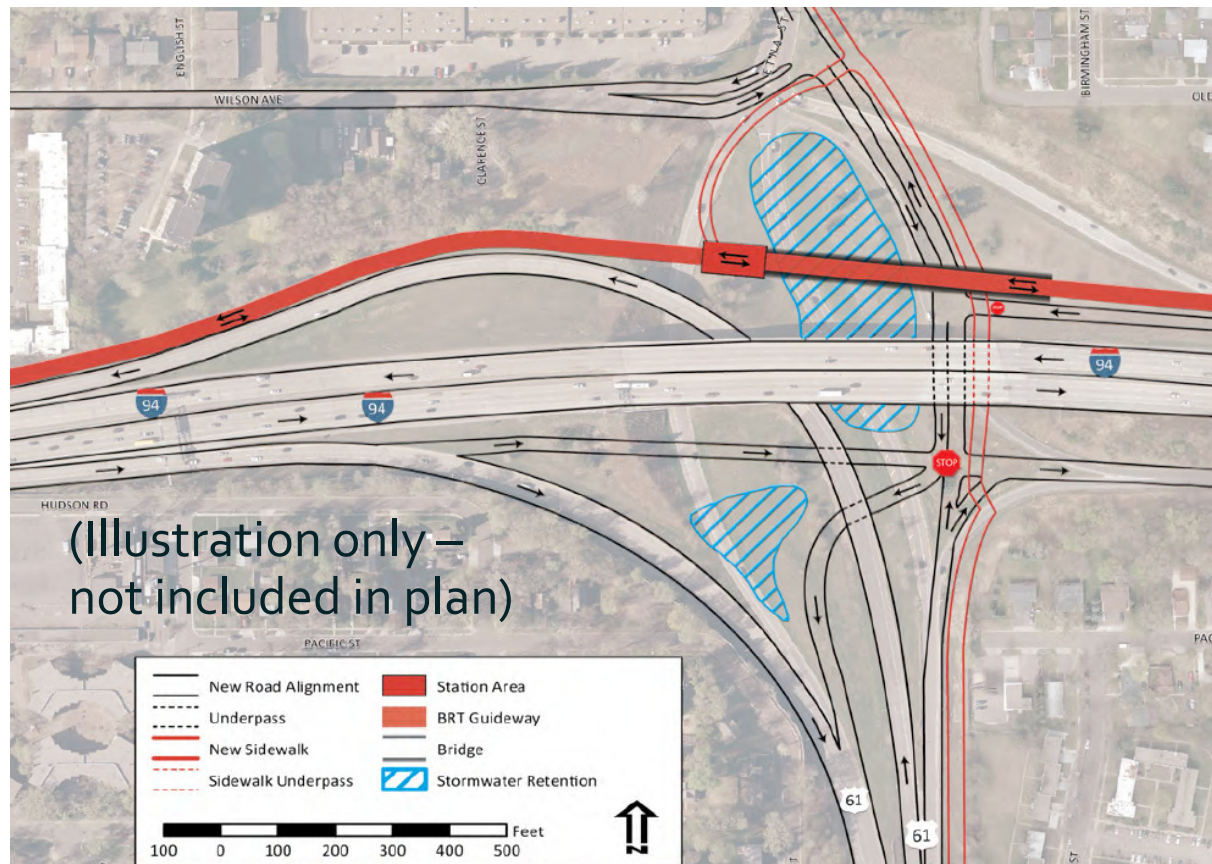
Road Realignments

- Mounds exit from I-94, consider:
 - New signal at top of off-ramp, w ped/bike crossing
 - Pulling road away from homes to create space for BRT
 - Eliminating right turns onto 3rd Street

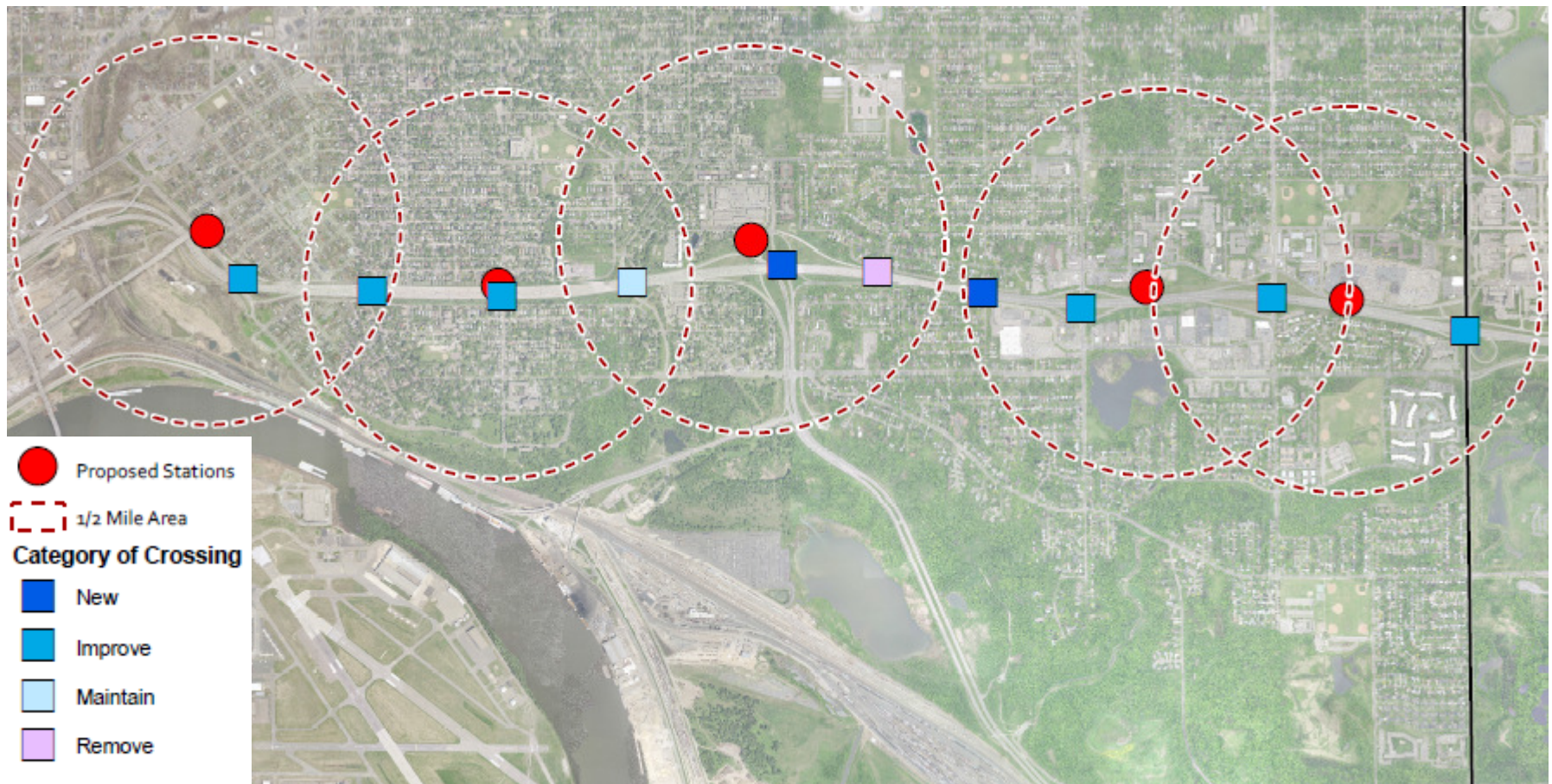


Road Realignments (cont.)

- I-94/Highway 61 interchange
 - Improve ped connections from all 4 quadrants
 - Add 2 missing auto movements

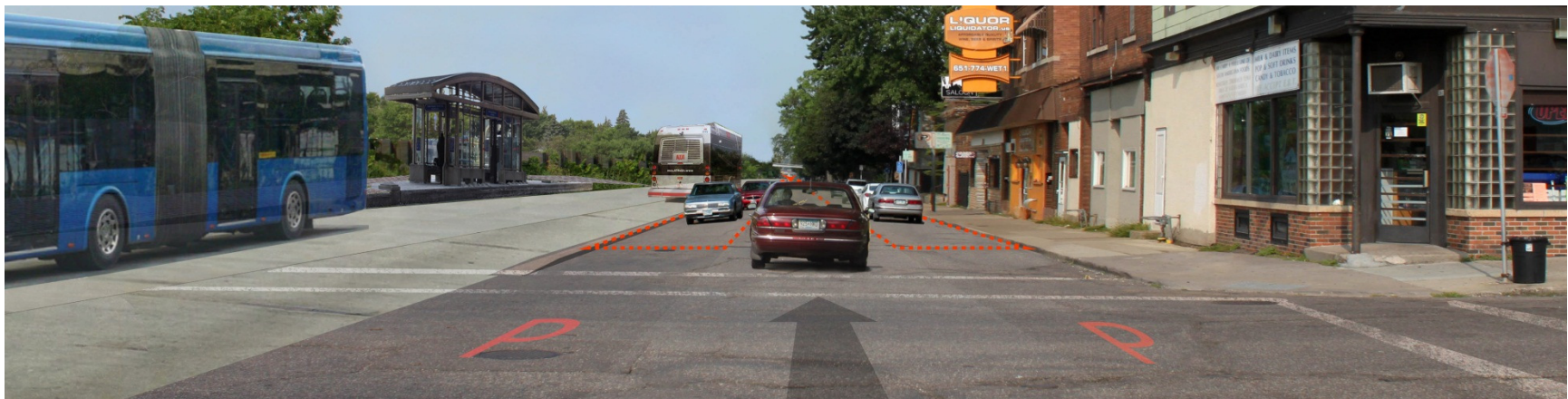


I-94 Crossings



Station Location Preferences

- Mounds
 - Along Mounds Boulevard unless that requires property takes
- Earl
 - At neighborhood level
 - Preserve on-street parking near Earl Street



Station Location Preferences

- Etna
 - Not specific, is more about connections
- White Bear
 - East of Van Dyke alignment

Station Location Preferences



- BRT Station
- New streets, with sidewalk & landscaping
- New pedestrian connection along BRT guideway
- Most effective "eyes on the street"

Date: 6/8/2015

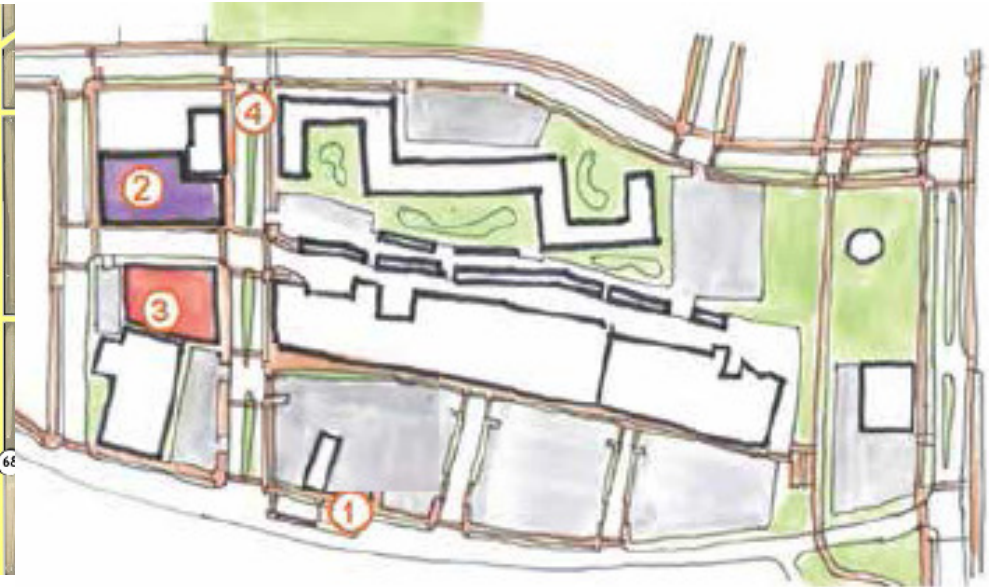


Station Location Preferences



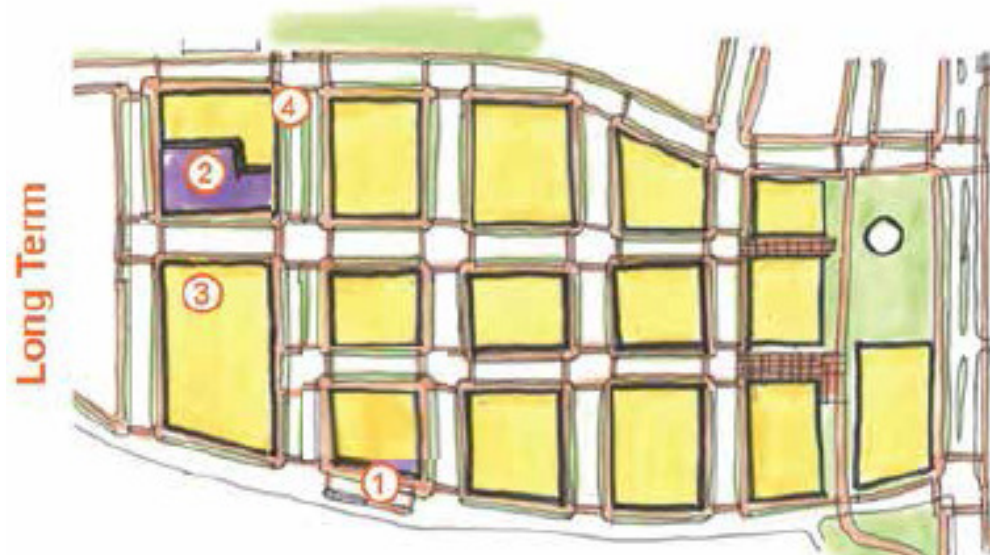
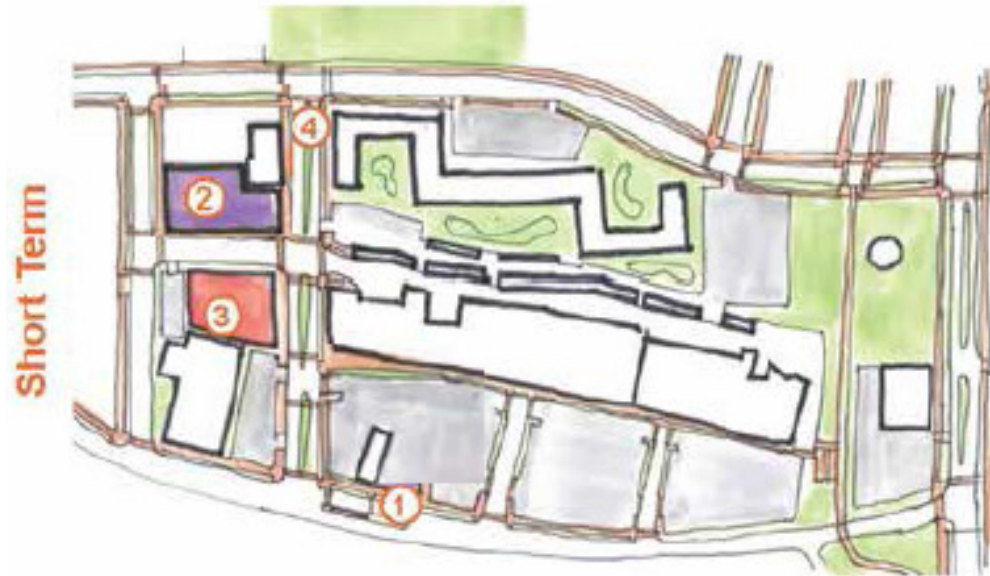
Station Location Preferences

- Sun Ray
 - BRT station and bus transfers in front of western portion of the shopping center
 - Park & ride behind the shopping center



Sun Ray Grid

- Plan calls for a pedestrian/bike connection in place of street shown here (#4)
- Long term grid is private-sector led



Transit-Oriented Development

- Mix of uses
- Fine-grained street network
- Pedestrian-oriented design at street level
 - Windows, detailing, continuous façade, etc.
- Pleasant pedestrian realm



Transit-Oriented Development

- Low-Intensity TOD
- Medium-Intensity TOD
- High-Intensity TOD



Transit-Oriented Development

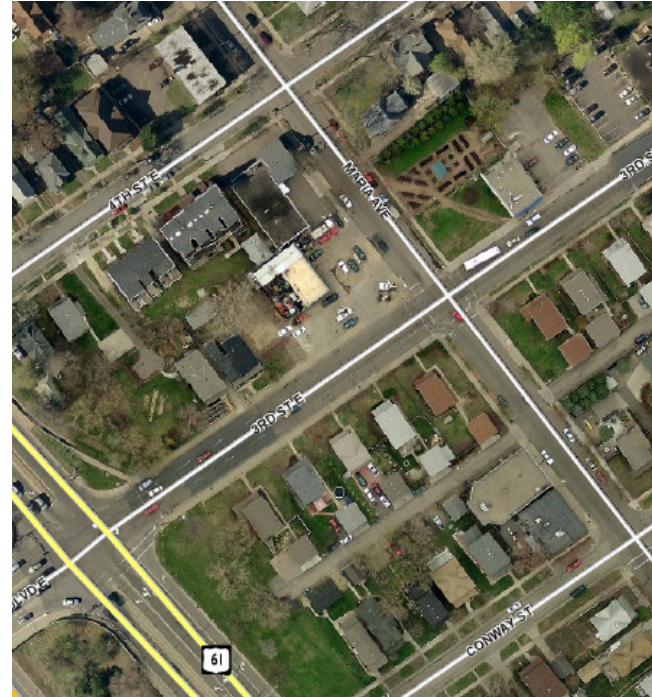
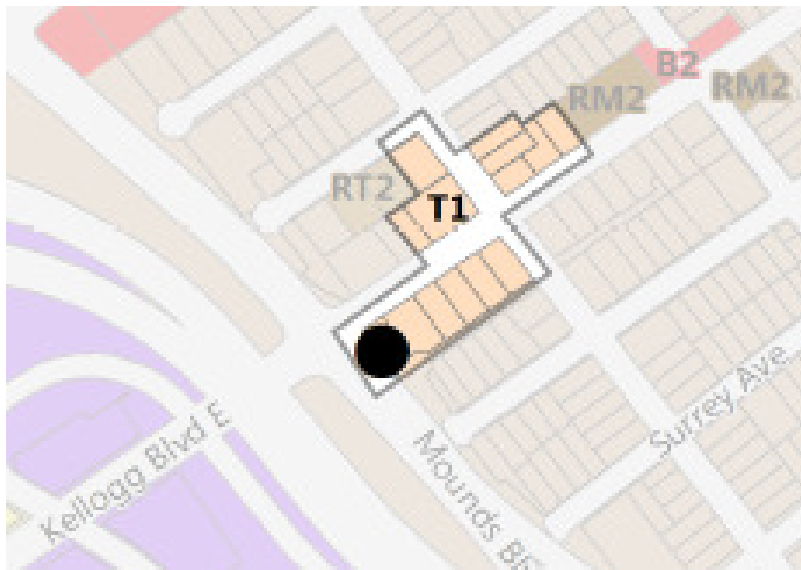
- High-Intensity TOD



Zoning Changes

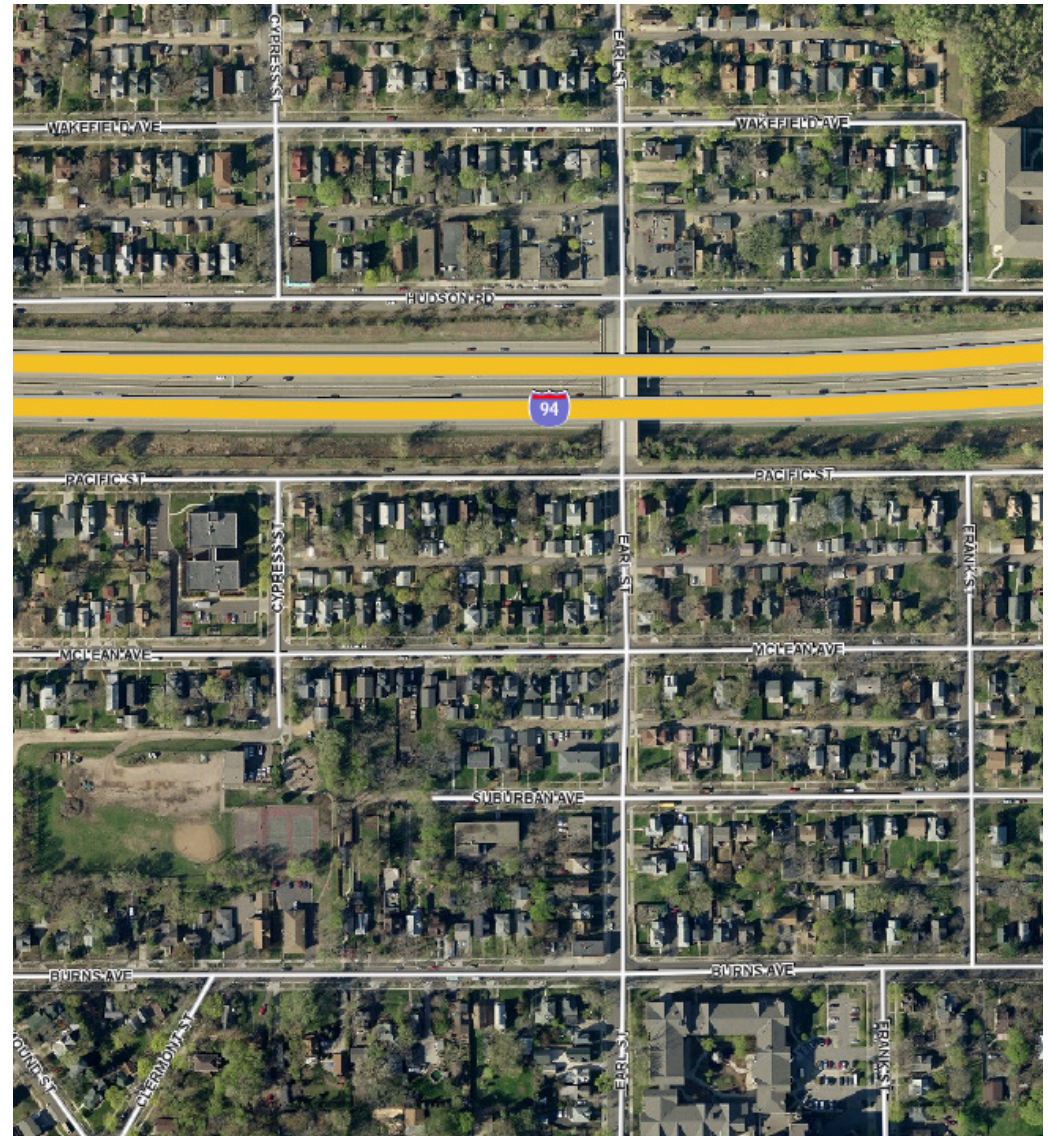
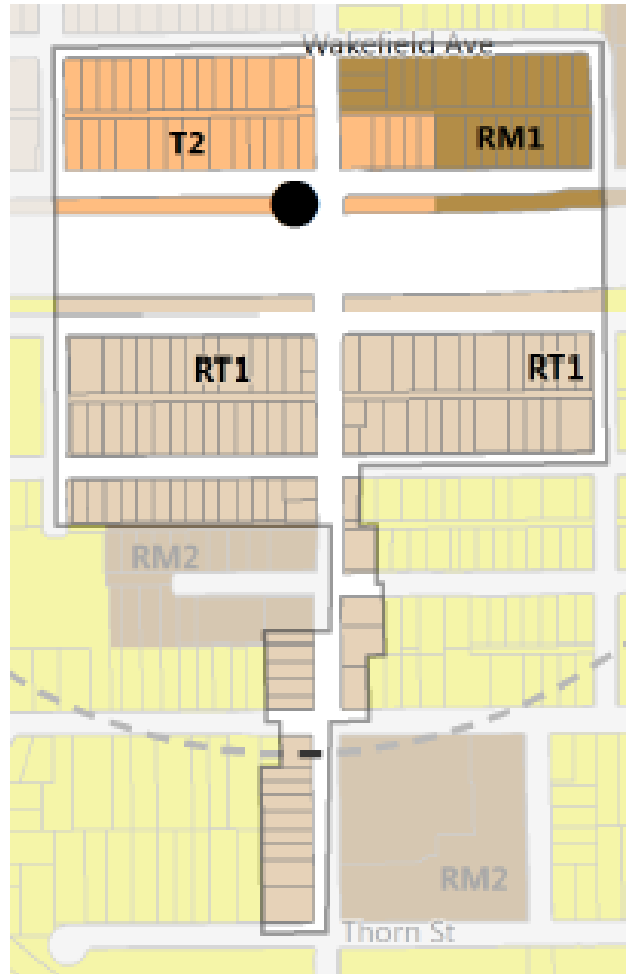
- Regulate:
 - Uses
 - Intensity
 - Design
- T₁ at core of Mounds Station Area
- T₂ at core of Earl
- T₃ at core of Etna & White Bear
- T₄ at core of Sun Ray

Zoning Changes



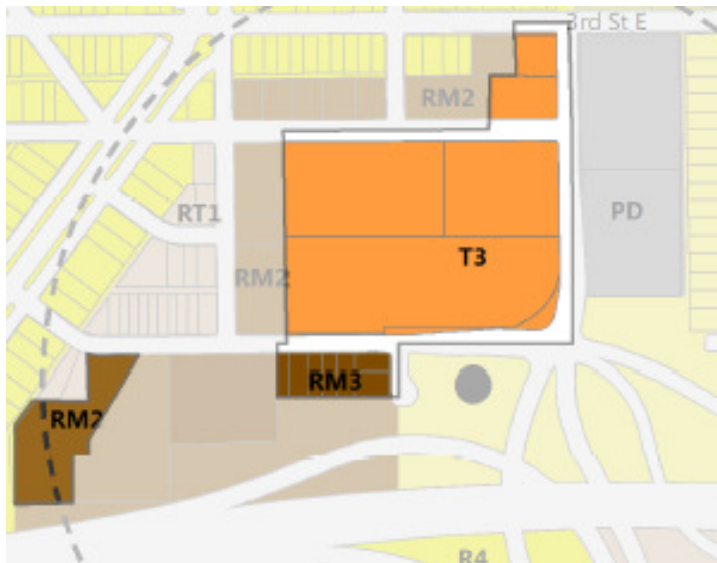
MOUNDS STATION AREA

Zoning Changes



EARL STATION AREA

Zoning Changes



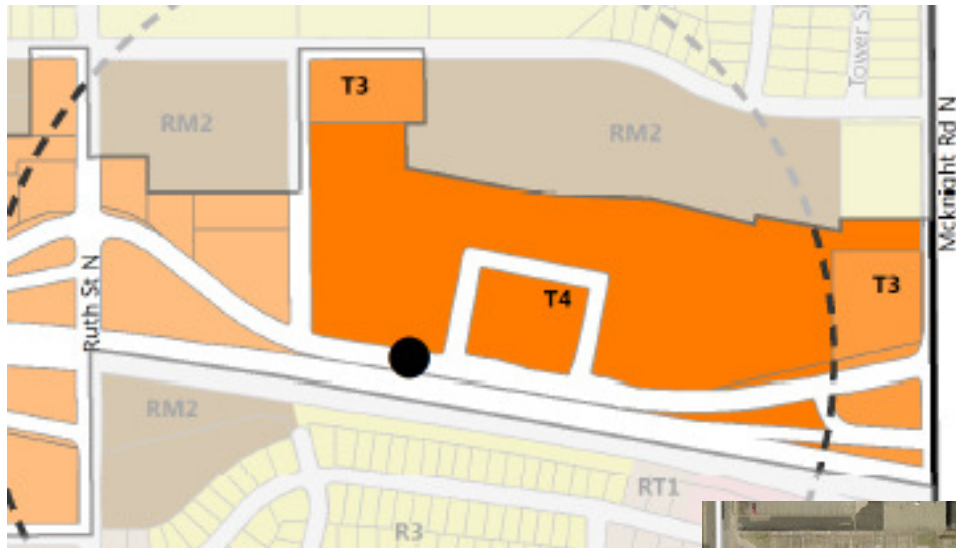
ETNA STATION AREA

Zoning Changes



WHITE BEAR STATION AREA

Zoning Changes



SUN RAY
STATION AREA



Next Steps

- **Planning Commission sets public hearing June 19**

STAFF WORK

- Notify of public hearing (ENS, email lists, etc.)
- Heritage Preservation Commission (July 9)
- Hold open house for all properties proposed to be rezoned (July 13)
 - Notify by information letter sent June 22
- Speak with District Councils and other interested groups (July 20 & 27)

- **Planning Commission holds public hearing July 24**